

LYTTELTON

16th December 1950

*Centennial Day
Souvenir*



LYTTELTON CENTENNIAL COMMITTEE
CANTERBURY NEW ZEALAND



Centennial Day PROGRAMME

(Subject to slight variation)



- 9.55 a.m. *Charlotte Jane* arrives and anchors in the harbour basin. Doctor and Customs Officer are rowed out to meet her.
- 10 a.m. Arrival of His Excellency the Governor-General, Sir Bernard Freyberg, and party, and inspection of Guard of Honour. This is followed by a Maori Welcome and Civic Reception.
- 10.30 a.m. Sir George Grey, Mr Godley and others in the shore party gather to welcome the arrival of the Pilgrims.
- 10.35 a.m. RE-ENACTMENT PAGEANT. The Canterbury Pilgrims come ashore from the *Charlotte Jane* in four long boats representing the 'first four ships'.
- 11 a.m. Addresses of welcome are made to the newly arrived Pilgrims.
- 11.15 a.m. Memorial Divine Service, at which will be present His Grace the Archbishop of Canterbury and Primate of all England, the Most Reverend and Right Honourable G. F. Fisher.
- 12 noon Centennial Banquet in No. 1A Harbour Board Store.
- 12 to 1.30 p.m. Speedboat display on the harbour.
- 2 p.m. Grand Centennial Procession through the streets of Lyttelton.
- 8 p.m. Lyttelton Centennial Ball in No. 1A Harbour Board Store.



The Charlotte Jane

THE *Charlotte Jane*, which arrived in Lyttelton 100 years ago with the first Canterbury Pilgrims, was built in Bristol in 1848, by William Patterson, and intended for the East Indian trade. She was a three-masted, bluff-bowed ship of about 730 tons, only 131 feet long, with a beam of 32 feet—smaller than many of the coastal vessels now plying to Lyttelton.

The *Bristol Mirror* of 22nd April, 1848, describes her launching as follows: 'On Monday (17th April) one of the finest launches which we have ever seen took place at Messrs Patterson's Dockyard in this City. The ship, the finest of her class ever built at Bristol, is of 730 tons Register (New Measurement) and calculated to carry about 900 tons burthen. She is built for Messrs James Thompson & Co. of London, and is intended for the East Indian trade. Nautical gentlemen present pronounced her to be as fine a model as they had ever seen, and were loud in their praises of the excellence of her materials and workmanship . . . Precisely as the clock struck one, Mrs Rigmaiden of London, the sponsor of the ship, dashed a bottle of wine against her bow, and having named her the *Charlotte Jane*, the dog-shore was knocked away, and the noble vessel, which was gaily decorated with flags of every description, descended slowly and majestically into her native element, amid the cheering of assembled thousands.'

On her memorable voyage to Lyttelton in 1850, when she was chartered by the Canterbury Association, she carried 125 passengers. One can imagine the cramped conditions which must have existed on board a vessel of only 131 feet in length, for over fourteen weeks.

Leaving Plymouth Sound at midnight on 7th September, 1850, commanded by Captain Alexander Lawrence, the *Charlotte Jane* was later driven south out of her course by unfavourable winds to the extreme cold of 52° 36'. However, the wind changing, she eventually sighted Stewart Island on 11th December, and on Monday morning the 16th December, 1850, she stood into Port Victoria (Lyttelton) where she dropped anchor at 10 a.m. earning the proud distinction of being the first ship to land emigrants in the Canterbury Settlement. There were three deaths, one marriage and one birth during the ninety-nine days voyage. The fastest day's run was 250 miles in twenty-four hours.

After landing her passengers and cargo, she lay at anchor in Lyttelton—no doubt repairing rigging and overhauling gear—until 7th January, 1851, when she sailed for Sydney.

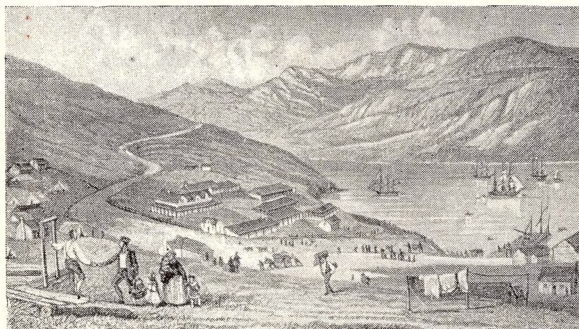
After a varied career trading to various ports of the world, her British Registry was closed on 25th October, 1865, when she was reported as being sold to a foreign nation. Her history after this is lost, but the historic voyage of the *Charlotte Jane* with the first Pilgrims will always be remembered by the people of Canterbury.



LYTTELTON IN 1851, LOOKING TOWARDS THE SUMNER ROAD
From the watercolour sketch by William Fox, January, 1851, now in the Hocken Library, Dunedin.



LYTTELTON IN 1850
Painting by Sir John Hall for the Jubilee Exhibition 1900, shows correction of Peninsula hills skyline.



ARRIVAL OF THE PILGRIMS
An engraving from the drawing by Miss Townsend, based on Fox's sketch.

THE LANDING OF THE CANTERBURY PILGRIMS

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RE-ENACTMENT PAGEANT

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Script by
DOUGLAS CRESSWELL

Produced by
J. A. HENDRY

Advisory Wardrobe Mistress
ROSE REYNOLDS

CHARACTERS IN SPEAKING PARTS (In order of appearance)

CUSTOMS OFFICER	Tim May
DOCTOR	Peter Sargentina
RUNNER	Andrew Rafferty
SIR GEORGE GREY	Derek Hancock
LADY GREY	Moya Voyce
JOHN ROBERT GODLEY	Bruce Collett
MRS GODLEY	Geraldine Partington
JOHN SCOTT CAVERHILL	John Rudd
GEORGE RHODES	Elliot Sinclair
MR JOHNSTONE	William Laing
WILLIAM DEANS	William C. Mann
JAMES EDWARD FITZGERALD	Ray Collins
JERNINGHAM WAKEFIELD	Dr N. Chambers
ISAAC PHILPOTT	Fred Priddy
REV. HENRY JACOBS	Rev. R. J. Witty
EDWARD DOBSON	Ian Hillyer
CAPTAIN THOMAS	Dr N. D. Walker

THE STORY

OF THE RE-ENACTMENT

at Lyttelton, commencing 9.55 a.m., 16th December, 1950

Note: The events portrayed in this pageant do not follow those of history, for in fact no such formal welcome was given to the Canterbury Pilgrims, but every effort has been made to bring alive the spirit of that great event.

PART I

It is a warm summer morning on the 16th December, 1850, in the little village of Lyttelton. Men are busy putting the finishing touches to the new barracks to house the expected settlers who have been despatched from England in September by the four ships, *Charlotte Jane*, *Randolph*, *Cressy* and *Sir George Seymour*. There are a few houses and stores, two hotels and a small hospital. The new landing jetty is completed and is said to be the finest in the Colony. Out of the township winds the road to Sumner, but it ends a short distance round the hill for shortage of funds has held up the work. The steep Bridle Path climbing up behind the port is the only land link with the Plains. Below, in the Harbour two ships lie at anchor, the barque *Barbara Gordon* newly arrived from England via the North Island, and H.M.S. *Fly* which has brought the Governor, Sir George Grey, to welcome the Canterbury settlers.

A Customs Officer appears, spy glass under his arm, and scans the hills and the harbour. Suddenly he pauses and gazes at a ship which has just come into sight.

CUSTOMS OFFICER: Full rigged ship! Doctor! Doctor! A full rigged ship, sir. Looks to be about 700 tons.

(He appears excited and keeps looking at the ship through his spy glass. The port Doctor joins him and stares at the new arrival.)

DOCTOR: Well! This is unexpected. Can you name her?

CUSTOMS OFFICER: Have a look yourself, Doctor. *(He hands him the spy glass.)* Surely it can't be the new settlers already.

DOCTOR: Too soon for that, I think. Stand steady while I use your shoulder. *(He puts the spy glass over the other's shoulder and stares at the ship.)*

Yes, it must be! It looks to me like the *Charlotte Jane*.

CUSTOMS OFFICER: I wouldn't have thought it possible.

DOCTOR: Can't be more than ninety days out, eh? And she's alive with people.

CUSTOMS OFFICER: Come on lads. *(Calling to his crew of boatmen.)* There's work a plenty waiting ye. Would you be ready to board now, Doctor?

DOCTOR: Aye, aye, Gauland, I'll be ready. Thank God she's flying no yellow flag.

COMMENTATOR: The ship you can see coming to anchor in the basin is the *Charlotte Jane*, a full rigged ship of 730 tons, and the first of the Canterbury Association's four ships to arrive in Lyttelton Harbour. You will notice that the Customs Officer has sent a runner to take the news to Mr Godley's house where John Robert Godley, with his wife and young son, is host to the Governor, Sir George Grey, and Lady Grey. Mr Godley is manager of the new settlement for the Association in London. He has been several months in the Colony and has recently set up house at Lyttelton after a short stay in Wellington. The news of the arrival of the *Charlotte Jane* is unexpected for her voyage has been an exceptionally fast one. If it has caused excitement on shore that is nothing to the feelings of the settlers on board as they view their new country and prepare to disembark.

While the *Charlotte Jane* draws nearer, the re-enactment programme is interrupted for the official welcome to His Excellency, the Governor-General, Sir Bernard Freyberg and Lady Freyberg. Part of this ceremony will be the colourful Maori Welcome. This will be followed by Part II of the Re-enactment programme.

PART II

(Commencing 10.30 a.m.)

COMMENTATOR: The shore party have now come down to the dais to welcome the Canterbury Pilgrims who are about to leave the *Charlotte Jane* in four long boats representing the First Four Ships—*Charlotte Jane*, *Randolph*, *Cressy* and *Sir George Seymour*. This shore party is headed by Sir George Grey, Mr and Mrs Godley and many well known Canterbury families are represented in the group: John Caverhill, who has ridden down from Motunau, Captain Thomas the Chief Surveyor, Mr Pratt, founder of Ballantynes, members of the Manson, Hay and Gebbie families, Robert Waitt, the merchant, John Macfarlane of Rangiora, the Rhodes brothers from across the harbour at Purau and others. Sir George Grey has just mounted the steps and is being led to his seat by Mr Godley.

SIR GEORGE GREY: As I was saying, Godley; not too formal a ceremony, please. I detest a welcome that degenerates into a set piece. Do I—er—know everyone who is here now?

MRS GODLEY: John, Sir George hasn't met young Caverhill yet. (*Turning to Grey*) You'll remember, Sir, he's taken up land next to where Clifford and Weld plan to squat.

SIR GEORGE: Indeed, now. Outside the Canterbury block? Cheap land! What would Edward Gibbon have to say about that, eh?

MRS GODLEY: (*calling*) Mr Caverhill!

MR CAVERHILL: Yes, ma'am.

MRS GODLEY: Their Excellencies wish me to present you.

MR CAVERHILL: Your humble and obedient servant, your Excellencies.

SIR GEORGE: Maybe I'll want you to give the settlers a word or two of advice later on, Caverhill. Be seated, gentlemen, please. One moment. (*He holds up his hand.*) We are about to welcome the settlers to what will most likely be the last of this colony's special settlements. I can't say I've ever liked this special idea, but there it is. As you all know, we here, are in New Munster, the territory governed by my deputy, Mr Eyre, and many of you will have dealings with him in due course. It's natural in a new colony that the government should have many difficulties, but here in Canterbury with no bush to contend with, and few Maoris to dispute the land tenures, matters should be easier. That is the line I shall take with the new settlers, and I know I can look to you for your support. (*He turns.*) I understand that the barracks are all ready for our new friends? I think they are very fine buildings indeed.

BUILDER: Accommodation, your Excellency is already provided for most of the settlers and we have provided for cooking arrangements outside, as your Excellency will have noticed.

(*Sir George Grey nods approval and turns to watch two men approach the dais.*)

MR GODLEY: Here are the two Deans brothers, sir.

SIR GEORGE: Upon my word, the founders of Canterbury—excusing your presence, Godley. You complete the party of welcome, gentlemen, and I'm pleased to see you here. (*He shakes hands with the two Scots who have been farming at Riccarton since 1843, the first white settlers on the Canterbury Plains. They cross to Lady Grey and introductions are made.*) The Deans brothers, Scots, my dear, and the foundation family in an Anglican settlement. No wonder England's ruled from north of the Border.

MR GEORGE RHODES: And Caverhill is from the Cheviots, sir, Robert Waitt from Jedburgh, John Macfarlane from the Highlands—and the Mansons, the Gebbies and the Hays (*bowing to each in turn*) they all know the smell of the heather, I'll warrant.

LADY GREY: And Mr Godley is from the Conway country in North Wales, and you yourself, Mr Rhodes, from Yorkshire.

MRS GODLEY: (*to Lady Grey*) Has your Excellency thought of the possible difficulties the women will have to face in coming ashore to-day?

LADY GREY: No, I hadn't considered it.

MRS GODLEY: It seems to me there might be some merit in allowing the families to live on board at first.

SIR GEORGE: After ninety days on the water?

MRS GODLEY: There'll be no privacy ashore, Sir George. Despite all the preparations, everything will be at sixes and sevens and I, for one, as a mother, (*putting her arm round her son Arthur, aged three years*) I'd much prefer another few days on board.

SIR GEORGE: Yes. I understand.

MRS GODLEY: And the weather might change—perhaps wet for days. Just think of a family with seven or eight young ones.

SIR GEORGE: I believe you're right (*meditating*). I believe you are. What's your opinion gentlemen? Should I give instructions as Mrs Godley suggests? (*General assent.*) Very well, then.

MR GODLEY: (*Looking towards the ship*) The landing parties from the *Charlotte Jane* are approaching, Sir George.

(*The members of the welcome party group themselves round the Governor, and Mr Godley, as Master of Ceremonies, walks to the top of the steps to greet the head of each party and make introductions to the Governor.*)

The Pilgrims come ashore in four long-boats representing the *Charlotte Jane*, *Randolph*, *Sir George Seymour* and *Cressy*. As soon as the first parties have landed the four long-boats return to the *Charlotte Jane* to bring the second parties ashore. When all the colonists have landed and introductions are complete, the Governor rises to give his address of welcome to the new settlers.)

PART III

(*Commencing 11 a.m.*)

SIR GEORGE GREY: Ladies and gentlemen—settlers—indeed, friends; for that is what we must all be in this strange far away country if we are to conduct our affairs to that success awaiting all who combine courage with endeavour and both with goodwill to all. It is right and proper, friends, that we should first give thanks to Almighty God who has thrown his beneficence over four voyages and brought to success the great scheme of the Canterbury Association to settle in the pleasant land that awaits you here. I will ask you, Mr Jacobs, to lead us in prayer.

(*The Rev. Henry Jacobs leads the Lords Prayer which is repeated by the members of the welcome party, the settlers and the audience.*)

MR GODLEY: May it please your Excellencies, the representative parties from the First Four Ships chartered by the Canterbury Association, loyal servants of Her Majesty, Queen Victoria, are gathered here to pay their respects to you both; to hear from those already settled in the province something of the life that is to be theirs; and to meet and to get to know one another. I call on Mr FitzGerald to speak for the settlers who have arrived in the *Charlotte Jane*.

MR FITZGERALD: Your Excellencies, after a fast and happy voyage our happiness is complete to land on such a perfect summer day. The first thought that occurs to me and, indeed, to all the Pilgrims present, is the great pleasure of seeing in your Excellencies' party Mr Jerningham Wakefield, the only son of Edward Gibbon Wakefield, with whom we all know, the idea of this Canterbury Settlement originated. It will be my endeavour, as soon as our newspaper press is landed and set up, to forward in its columns Mr Wakefield's doctrine of the fair price for land, on which, I believe, the success of the new settlement depends. On behalf of the settlers from the *Charlotte Jane* I would ask your Excellency to forward to Her Majesty the Queen, our respectful homage.

MR JERNINGHAM WAKEFIELD: Have I your Excellencies' permission to say a few words on behalf of my father who has been so kindly referred to by Mr FitzGerald? (*Governor nods*) It is true, my friends, that my father, three years ago or more—perhaps at the time when the Presbyterian settlement of Otago was being formed—saw and liked the possibilities of an exclusively Church of England settlement in New Zealand and received the support of His Grace the Archbishop of Canterbury in developing such a plan. As you know, your Association has bought about three million acres from the New Zealand Company at ten shillings per acre. This area stretches from the Waipara River to the Ashburton, and what I have seen of it I think will be most suitable for settlement. The Canterbury Association is in process of selling this land at £3 an acre to intending settlers like ourselves. Of the profit of £2 10s. an acre, £1 is to go to the Religious and Educational fund, £1 to the Immigration Fund and 10s. to a Miscellaneous Fund. This is the financial basis of the new settlement. In the vast amount of work entailed in the choosing of settlers and so on, what I might call the spade work has been done by Mr Godley, who has preceded us here as the Association's Agent and whose great work entitles him, I feel, to rank with my father, as co-founder of the Canterbury Settlement.

MR GODLEY: May I introduce to your Excellencies Mr Isaac Philpott, who will say a few words on behalf of the settlers from the *Randolph*.

MR PHILPOTT: Your Ludship and Lady ken see I'm no sort of body for speechifying. I'm a farmer, born at the time of Waterloo, a Kentishman. Now Willum Smart, sir, 'll be the man what ought to be standin' up—nine chillun on board 'ad Willum, and a'feared of no man. Beggin' your pardon, me lud, we emigrants be simple farmers, simple farmers rearin' 'ogs and 'orses an' lookin' to do same out 'ere. Us folk from *Randolph*, sir, send 'umble thanks to 'er gracious lady at Windsor, God bless 'er.

SIR GEORGE: Thank you, Mr Philpott, for your respectful message of loyalty to Her Majesty. Now I have no doubt that as a farmer you will be interested to hear what Mr William Deans can tell us about prospects in this part of the Colony.

MR WILLIAM DEANS: Your Excellency, it is just on eleven years since I stepped ashore at Wellington from the *Aurora*. Our ship beat up the harbour with Captain Rhodes' ship the *Eleanor*, and I mention this for his family is now settled just across the harbour from us at Purau. I had an order for land in the North Island, but trouble with the Maoris made it difficult to get possession. So with Captain Daniells and Mr Duppa I inspected the Middle Island. It was 1842 when we first rowed up the Avon and although many other places we saw appealed, in the end I decided to settle at a spot my brother and I have since named Riccarton. That was about eight years ago, and neither of us have ever regretted it. Those of you who are farmers will soon learn that the climate here is milder by far than even the south of England (*turning aside*) and that will interest Mr Philpott and others who come from the borders of the English Channel. It follows then that animals

need not be housed and will even survive without rugging, while easily frosted crops like potatoes present little difficulty. There are two matters, however, that farmers will have to grapple with: the shortage of timber and the scarcity of water. Not in the sense of there being no water, but the trouble will be in sharing fairly what we have. The land is fertile—along the rivers remarkably so—(the Avon and Heathcote I mean) and and here, no doubt, is where the first wheat will be grown. Stock in the main must come from Australia and several consignments of sheep and cattle have already arrived from Sydney. Mrs Godley will bear me out, I fancy, when I tell you that Port Cooper cheese is already highly thought of at Wellington. Finally, my brother and I will always be available at Riccarton to advise and help you. We regard it as a pleasure.

MR GODLEY: To speak now for the Pilgrims on the *Sir George Seymour* I introduce to your Excellencies—if introduction be needed—the Rev. Henry Jacobs.

MR JACOBS: I remember seeing your Excellencies when I was a lad. I was travelling from my home country, the Isle of Wight, into Wales, and as we lined the decks of the *Sir George Seymour* coming into Port Cooper to-day, I couldn't help feeling I was back in Wales again—the same hills, the same colour, the same summer feeling in the air. It seemed to me an augury that the happiness we all had together on the voyage is to continue here, and that success will crown our efforts to transplant to the unknown plain across these hills a slice of England. I, myself, am concerned with Church interests in the settlement, and the foundation of education. Many a talk on the voyage I have had with Mr Guise Brittan about it. We did hope to set up a school on board. There were six youngsters in the Corlett family, two Dentons, seven Inwoods, three Macfarlanes, seven Phillips and many others, but somehow the time passed so pleasantly or else the sea was so rough that the scheme never materialised. The aim of the Church is to establish a College here as soon as possible, in or close to the capital City of this settlement, when its site has been decided upon. I have listened to the previous speakers with great interest and in tendering to you and Lady Grey our respectful duty I would assure you that no time will be lost in furthering the ideals—the high ideals—laid down for us by the Canterbury Association at home.

SIR GEORGE: It is well known to everyone in the Colony, Mr Jacobs, that I view with, shall I say, a certain disfavour—special settlements, or Church settlements. A central administrator like myself is bound to take such a view. But my duty is clear—to make the way easy—to assist you in your plans—and you may look to me with confidence.

MR GODLEY: On behalf of the settlers from the *Cressy*, here is Mr Edward Dobson to reply to your welcome.

MR DOBSON: I must admit, your Excellencies, that I am somewhat diffident in representing to-day my fellow travellers of the *Cressy*. I'm not hanging my head because we were the last of the ships to arrive. Last but not least, for we have carried to Lyttelton the best part of 200 settlers—more than

the small fry who preceded us, your Excellency, and a better ship to sail in no man could wish for. My diffidence is as Mr Philpott's. I would have preferred to see John Broughton as spokesman, or the Rev. Dudley, or James Townsend, without whose lively family of girls the voyage out would have been dull indeed. As an engineer I'm naturally most interested in surveys, roads and bridges and viewed with great surprise the amount of work done on the hill above us here (*pointing*). With such activity in the settlement already, my shipmates and I feel every encouragement. They join with me, your Excellency, in respectful duty, to which I venture to add a happy Christmas to you all.

SIR GEORGE: I am pleased to accept on behalf of Her Majesty the loyal greetings from all ships. Some of you may not know that we arrived in H.M.S. *Fly* only a day or two ago. I have, of course, been kept in touch with the aims and progress of the Canterbury Association. Indeed with Bishop Selwyn I agreed eighteen months ago that the site of this settlement should be here rather than in the Wairarapa. Since arriving in Port Cooper I have been the guest of my good friends, Mr and Mrs Godley, and I am sure you will find that, as your manager in the settlement, Mr Godley will give every satisfaction. To obtain a true picture, however, of what has been done since the site of Canterbury was fixed, I would like you to listen to Captain Thomas, who has been in charge here since operations first began.

CAPTAIN THOMAS: Your Excellencies. I arrived at Port Nicholson in the *Adelaide* in March of 1840 and joined the New Zealand Company's survey party at Wanganui. After some exploring in Hawkes Bay and survey work at Otago I returned to England. But this country—as all of you settlers will discover—this country has a great appeal and I was very glad to accept an offer two years ago to come out again—this time as Chief Surveyor of the Canterbury Block. As Sir George has told you, there was some delay in deciding on the site; his Excellency, I understand, favouring the Manawatu. But finally—and I think in part the Deans brothers were responsible—the great plain that lies across these hills was chosen. I was lucky in having my old workmate, Edward Jollie, join me. In fact, no one could wish for a better team. They're most of them here to-day, Thomas Cass, Mr Torlesse, Mr Boys, Mr Scroggs and Mr Cridland. Our first job was to survey the Port here. Mr Jollie did that eighteen months ago and then went over the hill to a settlement named Sumner after his Grace the Archbishop of Canterbury. Some of you may wonder what I was doing. But the houses you see around—the houses, the immigration barracks, and the jetty we're all proud of, didn't come with the waving of a wand. Timber here is a problem, as you'll soon find, and water, too, for that matter. Then I had to supervise the survey of the road from Sumner, and the work on it. For this we were fortunate in recruiting several gangs of Maoris from the North, and grand workers they've proved. But you'll understand that in a new country the difficulties are immense. To give you one instance, Mr Godley here tells me I've overspent the available funds.

One hundred and twenty Maoris at four shillings a day and costs soon mount! Well, when Jollie had finished the survey of Sumner and that would be—let me see now—almost a year ago—he began over the hill at what we've decided to call Christchurch. Here he and his fellow surveyors lived on Deans' stream, the Avon—down from Riccarton—swamp all around I'm afraid—at a place called the Bricks. We had figured to have the streets in Christchurch two chains wide to allow for trees—avenues you understand—but in the end I decided to have only the boundaries this width and the other streets one chain. That should be ample for our horses and carriages—when we have them. The town proper is surveyed a mile square in rectangles, though, as you'll see, the windings of the River Avon are followed by terraces that make a pleasant break. Well, your Excellency, by March of this year I was able to send home a map of Christchurch and no doubt it would arrive in London in time for some of the settlers to see it before leaving. Up till this time the only British names on the great plain were Riccarton and the Avon. We set about naming the streets of both Lyttelton and Christchurch after Anglican bishoprics, a method that I hope will give you all some satisfaction. (*Bows.*) May it please your Excellencies.

SIR GEORGE: My friends. Captain Thomas has been known to me for many years. You may be sure he has done as much preliminary work over the hill as any one could do in the time. Just look at what's been done here in Lyttelton. Houses, barracks, roads, the sinking of wells—this wonderful jetty we're on—no other New Zealand settlement has had such advantages. Ladies and gentlemen, the future of this new land is yours. This is now your home; put all your energies, all your heart and soul into the work that lies ahead and I am confident that, with God's help, this settlement will succeed. In another hundred years' time your children's children will look back with pride at what you have begun this day. I thank you all for your submissions to me as Her Majesty's representative and will see that the Queen is appraised in due course of the expressions of loyalty that have been heard here to-day. May God be with you all.



LYTTELTON

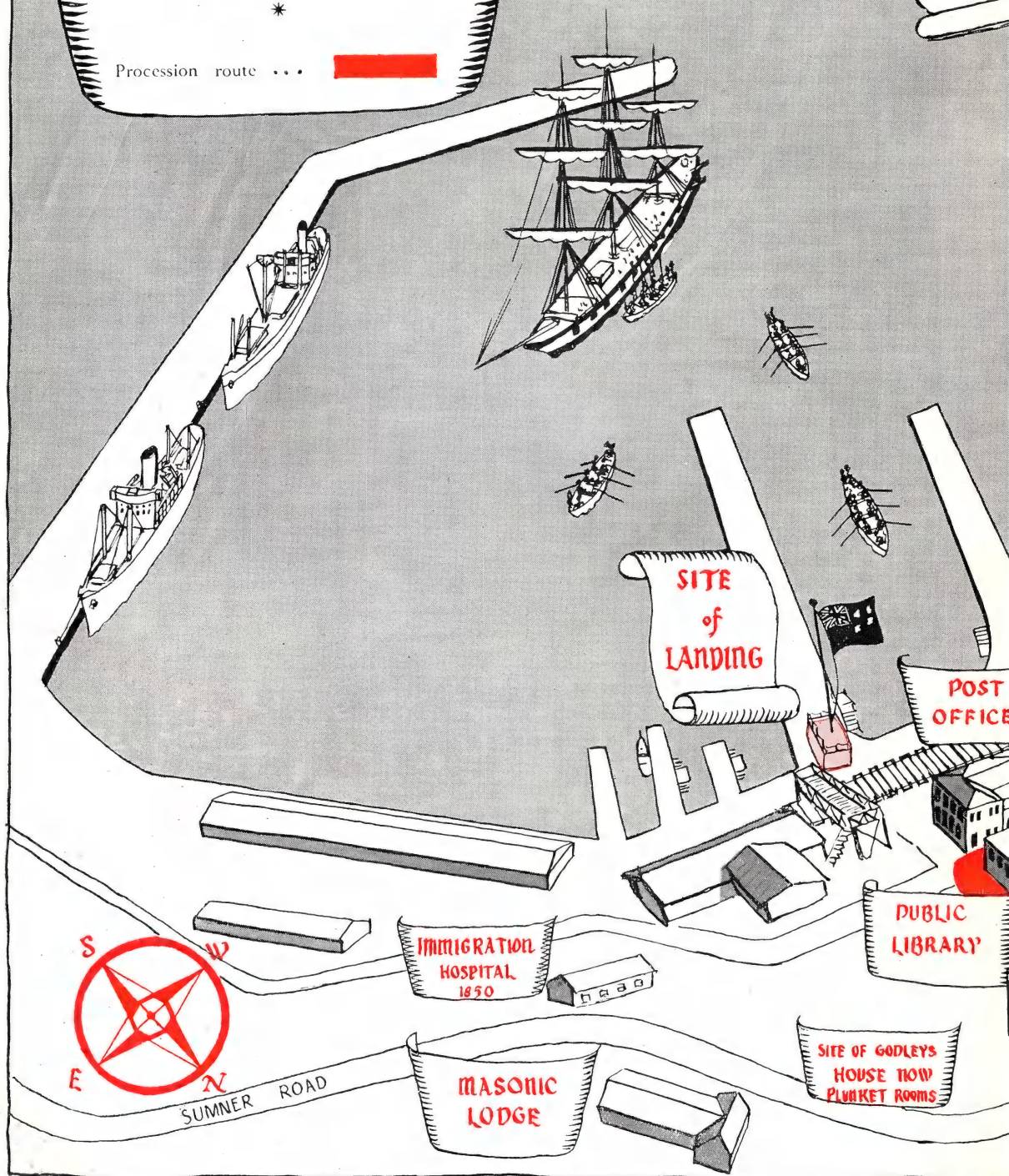
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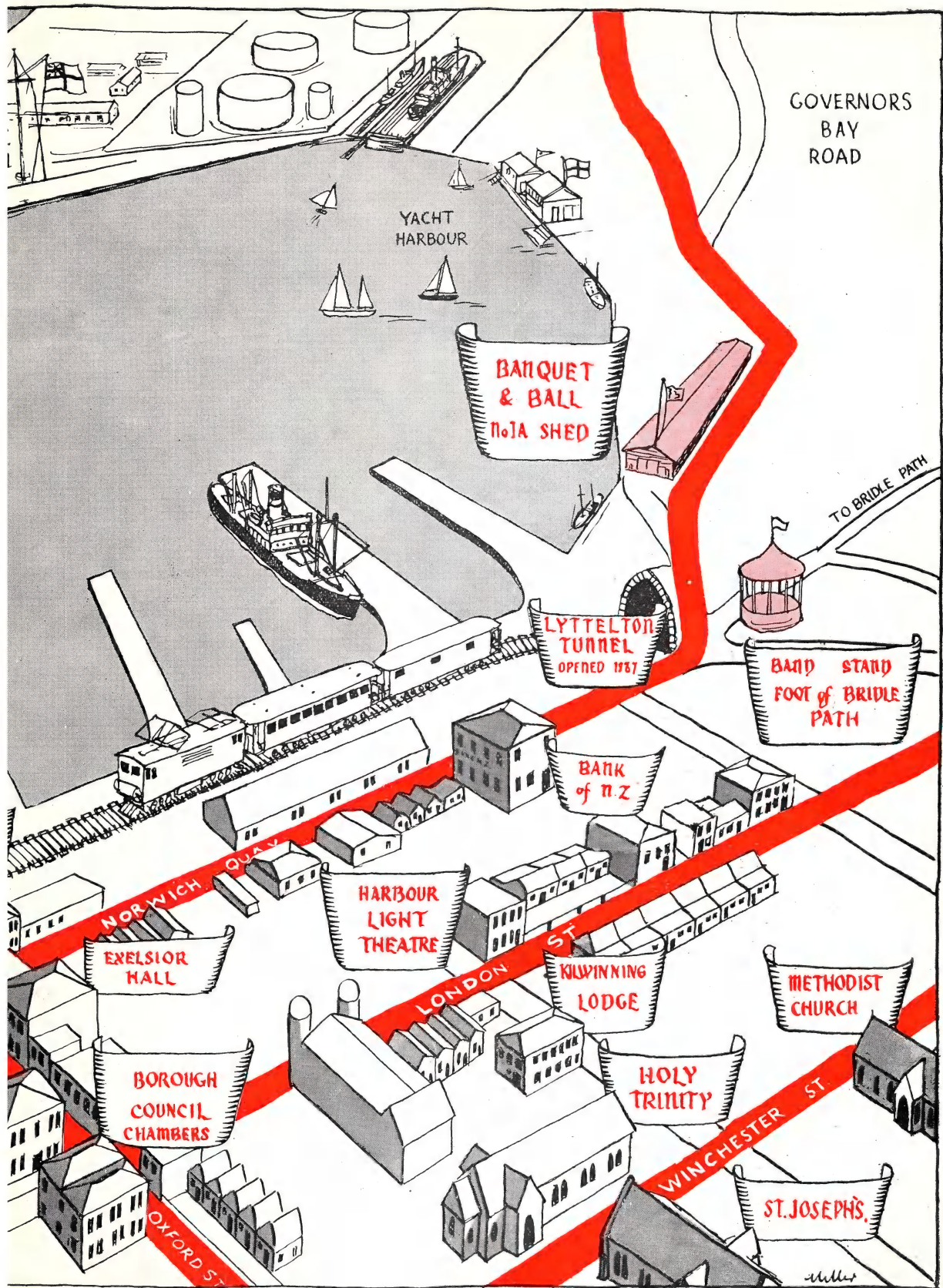
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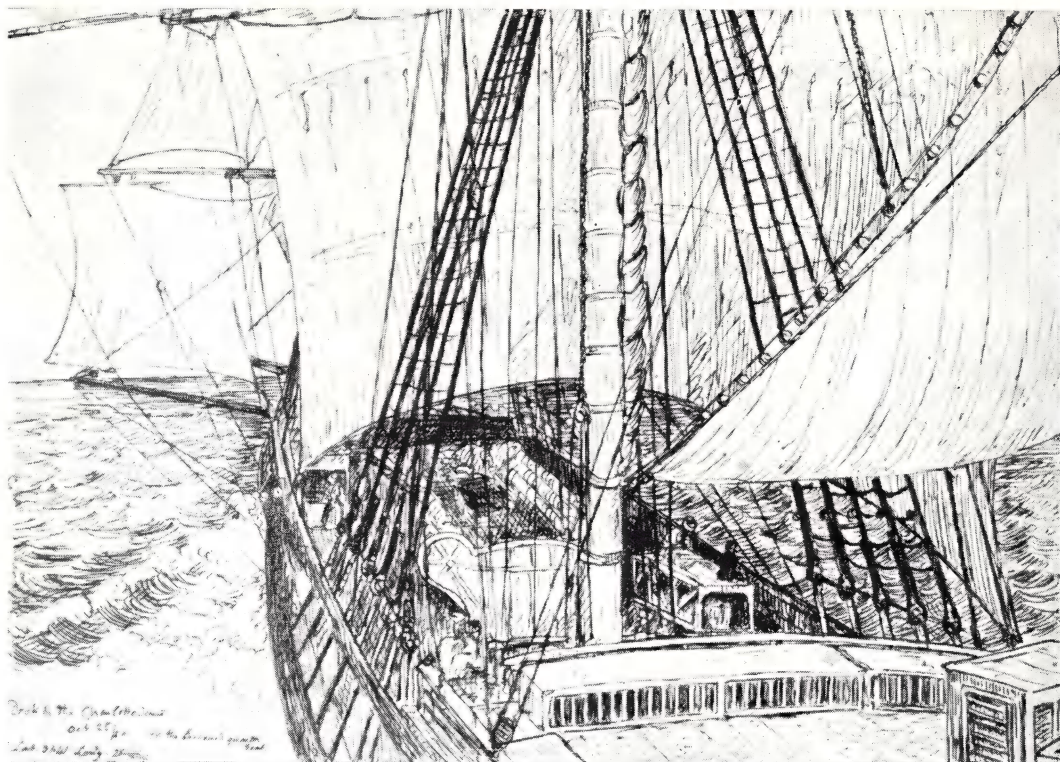
Procession route ...



H.M.N.
TASTY







'Deck of the *Charlotte Jane*, Dec. 25/50 from the larboard quarter boat, S. Latitude 31.41 Long 25.' The sketch and caption are by Dr A. C. Barker.



A modern overseas ship unloading at Lyttelton.

Frank McGregor

Centennial
M E M O R I A L
D I V I N E S E R V I C E

at Lyttelton, 11.15 a.m., 16th December, 1950



ORDER OF SERVICE

HYMN

PRAYER OF THANKSGIVING

LESSON

Ecclesiasticus XLIV 1.15.

THE REVEREND F. E. TRIM

PRAYERS

THE REVEREND R. J. WITTY

HYMN

THE LORD'S PRAYER AND THE GRACE

ADDRESS

THE MOST REVEREND CAMPBELL W. WEST-WATSON
Archbishop and Primate of New Zealand

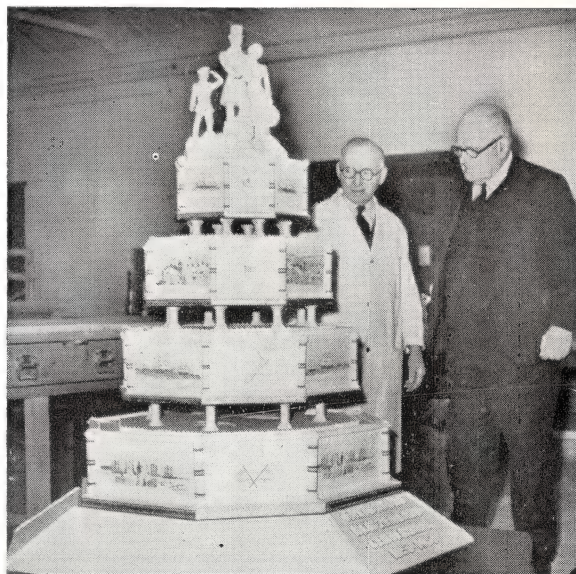
THE BLESSING

THE MOST REVEREND AND RIGHT HONOURABLE G. F. FISHER
Archbishop of Canterbury and Primate of all England



THE FIRST FOUR SHIPS AT ANCHOR IN LYTTELTON HARBOUR
A view from the unfinished Sumner Road painted in 1851 by William Fox.
The original is in the Hocken Library.

The great Centennial Cake which will be cut at the official banquet. This huge cake, built in four tiers, stands eight feet high and weighs half a ton. It is a gift to Canterbury from England's famous cake makers, J. F. Renshaw & Co. Ltd., Mitcham, Surrey, who have a world wide reputation for this type of work, and were responsible for the decoration of Princess Elizabeth's wedding cake. The cake took two weeks to make. Photograph shows the New Zealand High Commissioner in London, Mr W. J. Jordan, admiring the cake with Mr J. P. Austin who was responsible for the decoration.



LYTTELTON CENTENNIAL

BANQUET

12 noon, 16th December, 1950

AT NUMBER 1A HARBOUR BOARD STORE



to Mark the Occasion of

THE LANDING OF THE CANTERBURY PILGRIMS

100 YEARS AGO



Guests of Honour include

THEIR EXCELLENCIES THE GOVERNOR-GENERAL OF NEW ZEALAND
LIEUTENANT-GENERAL SIR BERNARD FREYBERG AND LADY FREYBERG

HIS GRACE THE ARCHBISHOP OF CANTERBURY AND PRIMATE
OF ALL ENGLAND

THE MOST REVEREND AND RIGHT HONOURABLE G. F. FISHER

THE PRIME MINISTER OF NEW ZEALAND
THE RIGHT HONOURABLE S. G. HOLLAND

THE ARCHBISHOP AND PRIMATE OF NEW ZEALAND
THE MOST REVEREND CAMPBELL W. WEST-WATSON

THE LEADER OF THE OPPOSITION
THE RIGHT HONOURABLE P. FRASER

LORD KILBRACKEN (LT. COMMANDER THE HON. JOHN R. GODLEY)
AND REPRESENTATIVES OF PIONEER FAMILIES



A limited number of tickets will be available to the public
and application for reservations should be made to
the Secretary, Lyttelton Centennial Committee

SUBSCRIPTION: FIFTEEN SHILLINGS



THE LYTTELTON TUNNEL. Photograph shows tunnelling in progress at the Lyttelton end. Tunnel was commenced in 1860 and completed in 1867.



Lyttelton in the 'sixties, with some of the Pilgrims' V Huts in foreground.

CENTENNIAL PROCESSION

At Lyttelton, commencing 2 p.m., 16th December, 1950

ALL floats, decorated motor vehicles and special exhibits will assemble on the reclaimed area at the back of the oil tanks adjoining H.M.S. *Tasman*, in time to move off at 2 p.m. Two brass bands and one pipe band will lead the procession.

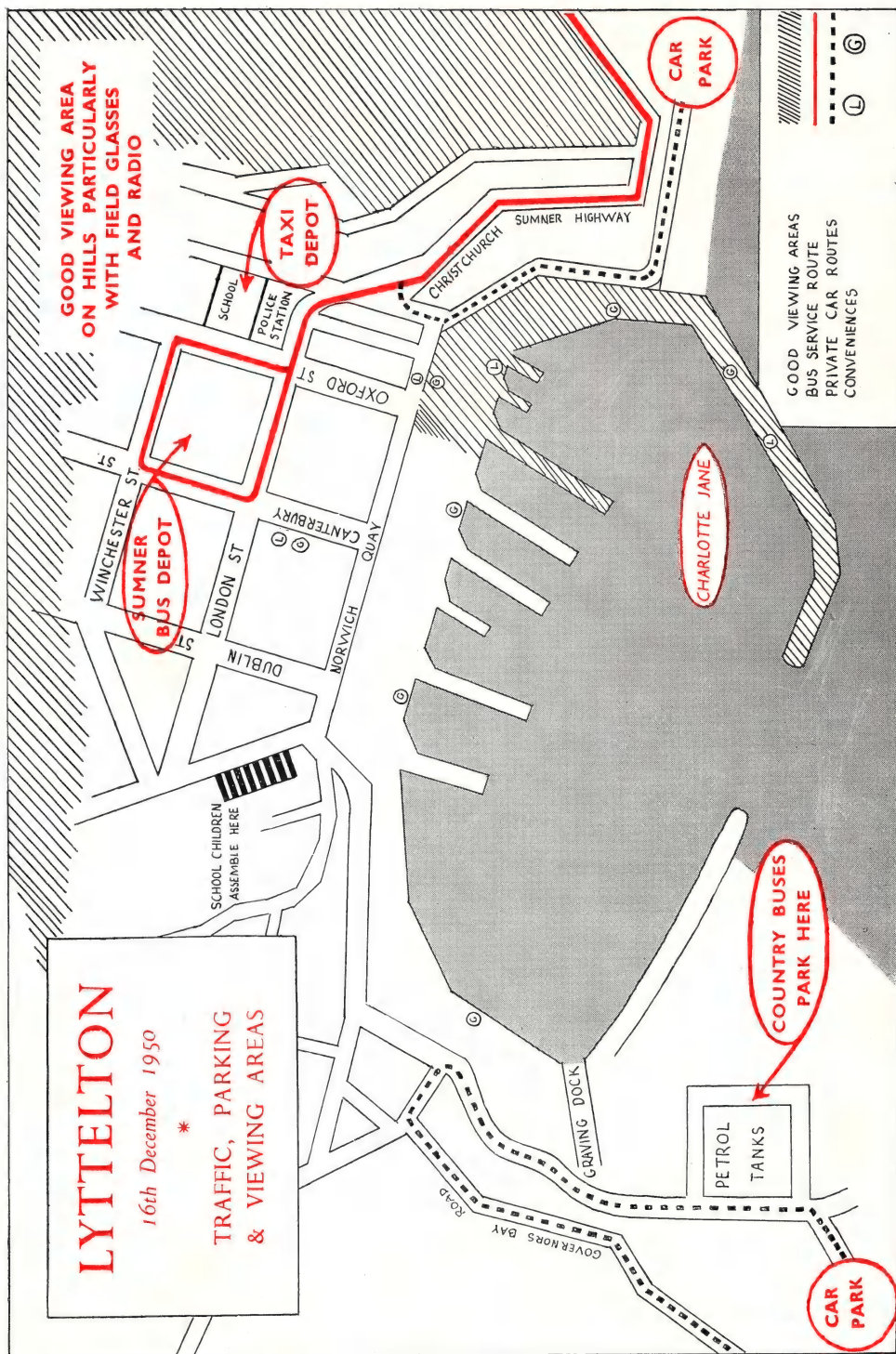
The route of the procession will be as follows. From the assembly grounds up Godley Quay to Simeon Quay, along Simeon Quay to Norwich Quay, along Norwich Quay to Oxford Street, up Oxford Street to London Street, along London Street to Coleridge Street (The Cutting), along Coleridge Street to Winchester Street, along Winchester Street to Oxford Street, then down Oxford Street to Norwich Quay, back along Norwich Quay, Simeon Quay, and Godley Quay, and thence to the assembly ground.

All children in fancy or period dress, together with decorated prams, tricycles, or bicycles, will assemble in Jacksons Road, outside the R.S.A. Club Rooms, and will join in at the end of the vehicular procession as it turns in to Norwich Quay, they will follow the main procession until it turns down Oxford Street from Winchester Street, and will then turn in to the School grounds where judging will take place for prizes for the best decorated prams, tricycles and bicycles, and for sections in the best fancy or period costumes.

It is planned to have an old time bullock team and waggon in the Procession also an old Cobb & Co. coach and a Maori canoe. The Lyttelton Volunteer Fire Brigade has arranged four exhibits to illustrate the progress in the fire-fighting equipment in use during the last hundred years in Lyttelton and many business firms, clubs and other organizations are contributing attractive exhibits.

No parking will be permitted on any of the streets along the route of the Procession. It is expected that the Procession will take at least one hour to travel over the route.

THE *Darra*, which plays the part of the *Charlotte Jane* in the re-enactment pageant, was built at Aberdeen in 1865, as one of six clippers ordered by the Orient Line for the tea trade. She was a composite ship—iron frame with teak planking—of 999 tons gross, 190 feet in length and with a beam of 33 feet. In 1869 she was employed as an immigrant ship taking passengers to Australia and once did the trip from London to Adelaide in record time of seventy days. The *Darra* was later re-rigged as a barque and carried coal and timber between England and America. In 1899 she caught fire at Sydney and remained there for some years until she was brought to Lyttelton for use as a coal hulk by the Westport Coal Company. The work of making the *Darra* look like the *Charlotte Jane* for one day has involved the alteration of her decking, the erection of three masts, and the use of over 7,000 yards of rope for rigging.



Information for Visitors

PUBLIC TRANSPORT

Because of the difficulty of parking large numbers of cars at Lyttelton, visitors are requested to use public transport as much as possible.

TRAINS: Special trains will run a continuous shuttle service between Christchurch and Lyttelton, beginning in the early morning. Intending passengers are advised to be at the Christchurch Railway Station early to avoid last-minute congestion and to make sure they reach Lyttelton in time to secure a good viewing place before the start of the Pageant at 9.55 a.m.

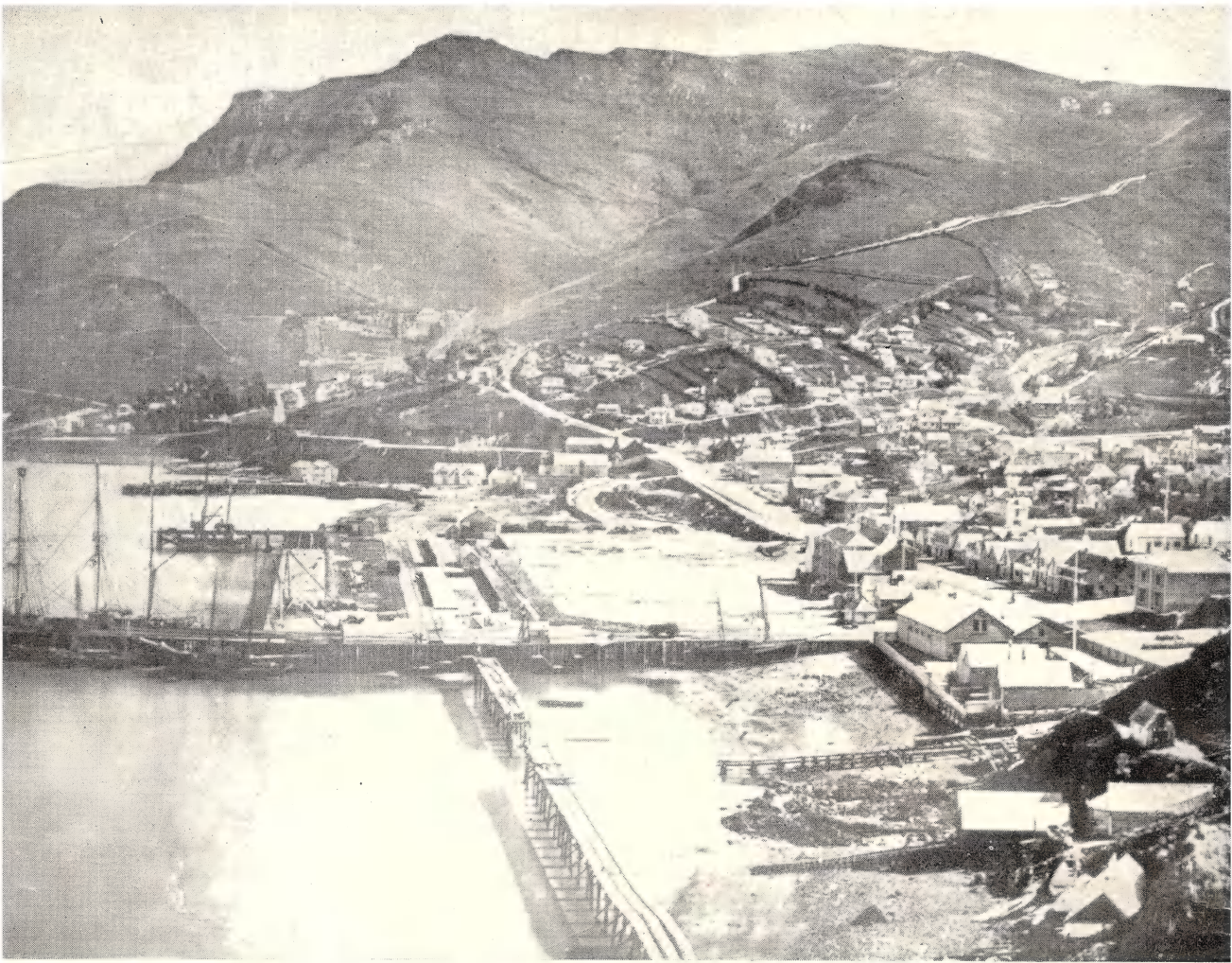
BUSES AND TRAMS: Special buses will run a continuous shuttle service between Sumner and Lyttelton and extra trams will run between Christchurch and Sumner. Chartered buses from country areas will be able to discharge their passengers in Lyttelton and will be parked near the petrol storage tanks until the end of the ceremonies. Taxis will be able to carry passengers between Christchurch and Lyttelton, via Sumner, and will discharge passengers near the Lyttelton terminus of the Sumner bus shuttle service.

PRIVATE MOTOR CARS

Parking space at Lyttelton for private cars is limited and it is expected that the areas available will fill very quickly. If you intend to go by car, please take a full load of passengers and get on the road early. If weather conditions are suitable parking space for a considerable number of cars can be provided on reclaimed land near the petrol storage tanks and an all-weather parking area will be available near Officers Point. When these car parks are filled cars will not be allowed past Sumner or Governor's Bay. Motorists are therefore advised to use the Sumner route, so that they will be able to continue by bus service if their cars cannot enter Lyttelton. Motorists should realise also that it will be difficult to leave the Lyttelton parking areas until after the Procession.

BROADCASTING & GENERAL

The Re-enactment Pageant will be broadcast by the National Broadcasting Service and spectators with portable radios and field glasses will find excellent viewing places on the hills above Lyttelton, on the Summit Road and above the Sumner Road entrance to the port. Cars will be permitted to park on the Summit Road as long as they do not cause obstruction to traffic. The Pageant will also be relayed through public address systems with speakers distributed around the town so that those who have good vantage points not near the wharf will also be able to hear the ceremonies. Refreshments will be available in the town.



LYTTELTON FROM THE SUMNER ROAD IN 1867

The *Hurunui* (1012 tons) entering
the Graving Dock at the Official
Opening in 1883.



You are Invited to Attend

THE LYTTTELTON CENTENNIAL

BALL

TO BE HELD IN NUMBER 1A HARBOUR BOARD STORE

16th December, 1950

to Celebrate the

CENTENARY

of the

ARRIVAL OF THE CANTERBURY PILGRIMS



DANCING 8 P.M. TO MIDNIGHT

SUPPER

DRESS OPTIONAL

This will be the grand climax to a memorable day.

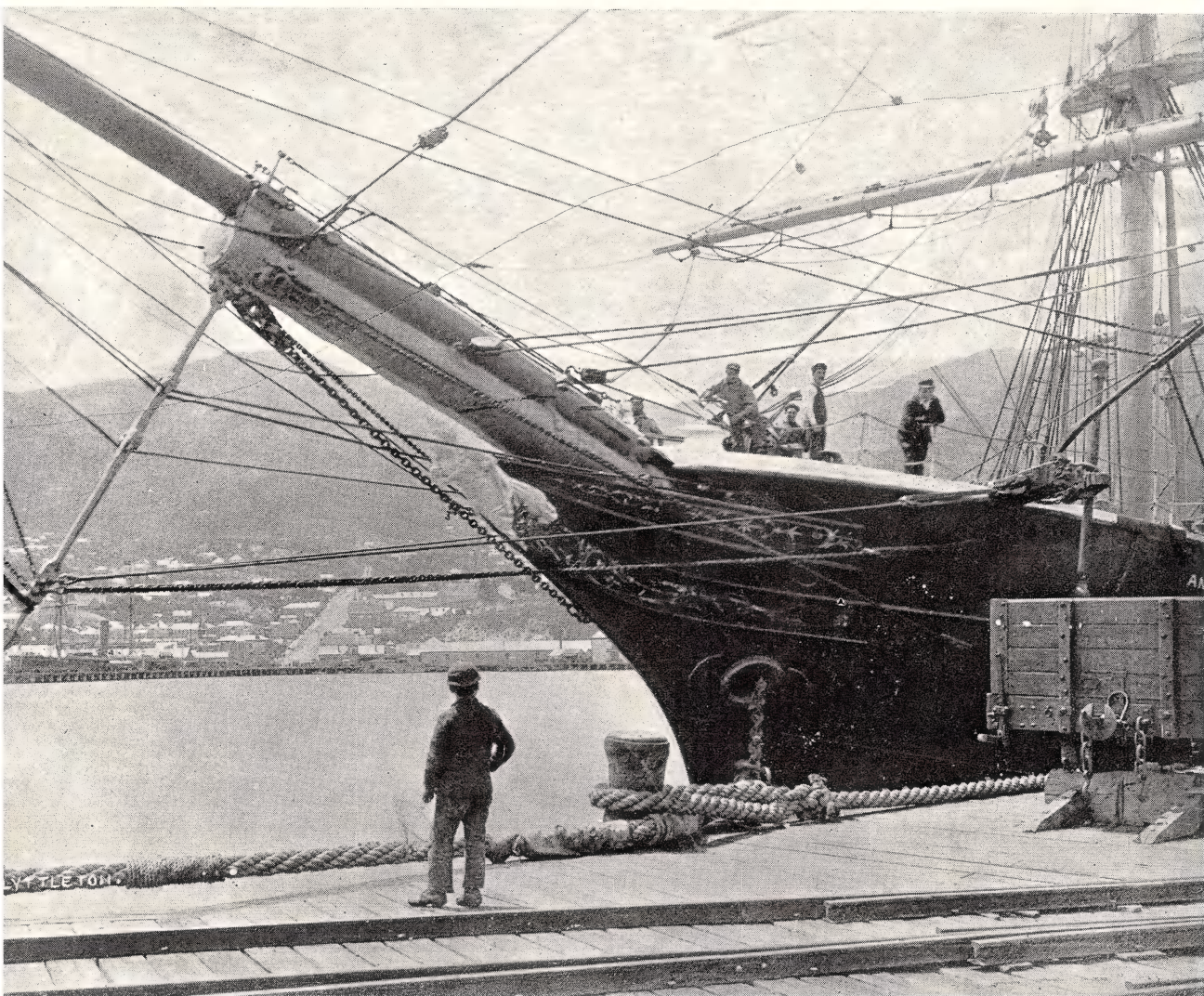
Applications for tickets should be made to the Secretary,
Lyttelton Centennial Committee

SUBSCRIPTION: 10S. 6D. SINGLE



LYTTELTON IN SEPTEMBER, 1850, DRAWN BY THE SURVEYOR H. J. CRIDLAND.

SHIPPING AT LYTTELTON IN THE 'NINETIES



Clipper ships crowded into port in the early days present a veritable forest of masts and spars.



SOME FIRST IMPRESSIONS

On rounding the Bluff . . . I was perfectly astounded at what I saw. One might have supposed that the country had been colonized for years, so settled and busy was the look of its port. In the first place there is what the Yankees would call a 'splendid' jetty, from thence a wide, beaten-looking road leads up the hill, and turns off through a deep cutting to the eastward. On each side of the road there are houses scattered, to the number of about twenty-five, including two 'hotels', and a custom-house! (in the shape of a weather-boarded hut certainly, but still a custom-house). In a square railed off close to the jetty are four excellent houses, intended for emigrants' barracks, with a cook-house in the centre. Next to the square comes a small house, which Thomas inhabits himself, and which is destined for an agent's office; behind this, divided from it by a plot of ground intended for a garden, stands a stately edifice, which was introduced in due form to us as 'our house' . . . The (Sumner) road is a tremendous piece of work on the harbour side, great part of it being carried through solid rock, which can only be removed by blasting . . . The line, to my unprofessional eye, seems very well engineered, being nowhere steeper than one in twenty.—J. R. GODLEY, 1850.

There is a splendid port, free from the slightest danger, perfectly secure, easier of access and better adapted for commercial purposes than even Port Nicholson. There is deep water in every part of the harbour, available for wharves, quays, etc. To crown all, there is an immense tract of level country available, well covered with grass, and watered with abundant, beautiful streams, embracing an area of forty miles wide, and three or four times as long, within six miles of the port, easy of access by several routes.—H. J. CRIDLAND, 1849.



V. C. Browne

Lyttelton Harbour basin from the air, looking across the town to the Port Hills. Searchlights will be operating from the hills above the town the night before the Re-enactment Pageant and will be visible all over Canterbury.

I got up early and went on deck to find that, having weathered everything in the night, we were gradually approaching our side of Banks Peninsula and in fact standing direct for Port Cooper. The land we passed was most beautifully situated—high and wooded, with glades of grass running up through the forest here and there. We were all enchanted as fresh beauties broke on our view every moment. We passed successively Okains Bay, Pigeon Bay, Port Levy and soon entered Port Cooper. We stood for about three miles through high brown hills, with not a speck of life upon them to be seen. Till at last we saw a line of road, sloping upwards across one of the hills, and soon specks of labourers could be seen working at this road . . . As we rounded to, we shot past a little point of land, and the town of Lyttelton burst upon our view—like a little village, but nothing more than a village, in snugness, neatness and pretty situation (under a high hill, partly wooded).—EDWARD WARD, 1850.

The shores of Port Cooper are bold and rocky. There is only one valley in this harbour in which there is any wood near the shore, that is the valley in which the natives, about thirty in number, are settled, on the west side, about a mile above the reefs. There are some patches of wood on the hills but they are difficult to approach. Having reached the island, which rises about 250 feet above the level of the harbour, I landed on the shelly beach and ascended the hill, in order to correct and complete my sketch. During my walk there I flushed several quail, and from the circumstance I gave it the name of Quail Island.

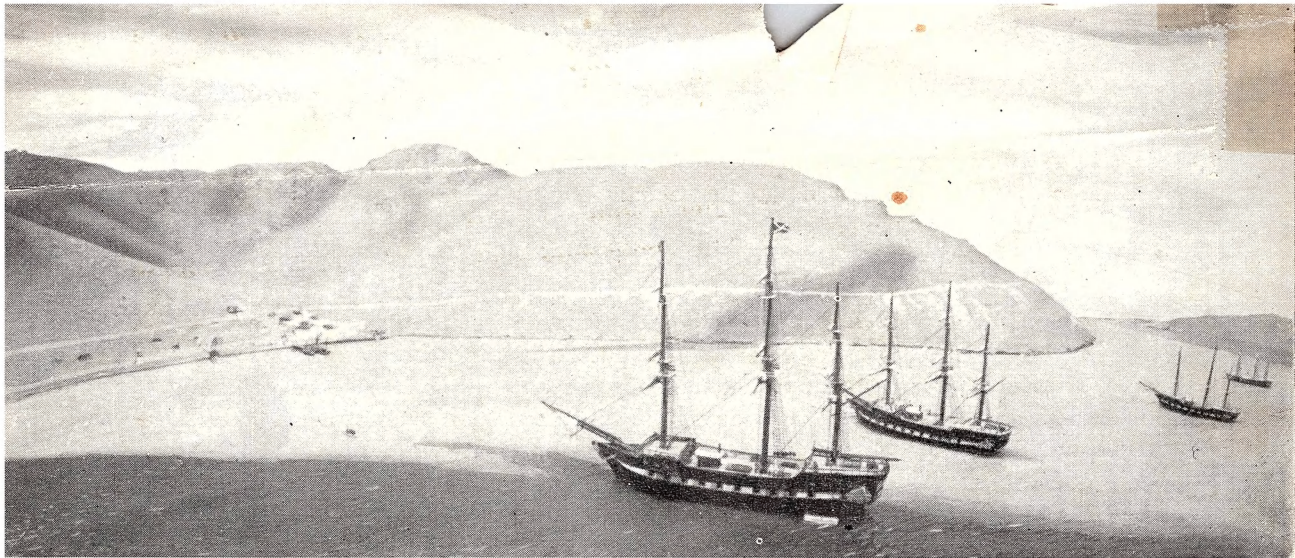
—CAPTAIN MEIN SMITH, 1842.

We passed a little headland and there at the bottom of a shallow bay lay snugly ensconced the pretty town of Lyttelton. We can scarcely imagine a more picturesque place . . . Erskine Bay is a shallow indentation on the north side of Port Cooper and on the hillside at the bottom of the bay, the town is built . . . The jetty is considered the best in New Zealand.

—DR A. C. BARKER, 1850.

Lyttelton looked very picturesque with white tents dispersed on the face of the hills; the Canterbury Association Barracks (where preparations were made to welcome the fresh arrivals), the villas few and far between, with cattle contentedly grazing around, and above a bright sun and a cool breeze, all helped to give a favourable impression of our new home.—G. DUNNAGE, 1851.

In the first place as regards the harbour, much cannot be said in favour of Port Cooper. There is no convenient site for a town. Mr Greenwood's bay offers 200 or 300 acres, which might be built upon, but it would be a work of much difficulty and expense to connect this by means of a road with the agricultural district. At the head of the harbour, there is ample room for a town, but vessels could not approach within at least two miles. Besides these places, the shores of Port Cooper are either steep banks or rocky cliffs, and to carry a road along its W. side in the manner suggested by Messrs Duppa and Danniell, appears to me a work that might be executed by a Napoleon or a King of Egypt, but hardly by the New Zealand Company. The productive resources of the district I regard as very considerable.—DR MUNRO, 1844.



The First Four Ships at Lyttelton, 1850. A diorama at the Colonists Exhibition at the Canterbury Museum.

OTHER CENTENNIAL HIGHLIGHTS

18th December	CENTENNIAL PROCESSION, 100 Years of Progress, at Christchurch.
26th December to 3rd January	CENTENNIAL INTERNATIONAL GAMES at Christchurch.
20th January	BRIDLE PATH PILGRIMAGE, following the trail of the early settlers from Lyttelton to Heathcote.
24th January	OLD TIME REGATTA at Lyttelton. Yacht racing, rowing events and sideshows in a gala day at the Port.
10, 15, 17, 24th February	INTER-DOMINION TROTTING CHAMPIONSHIPS. Top class Australian horses matched against N.Z. pacers.
15th February	GREAT FIREWORKS DISPLAY in South Hagley Park.
19th-24th February	FLORAL WEEK, highlighted by the Floral Pageant and River Carnival.
10th-20th March	GRAND COMBINED CHORAL & ORCHESTRAL SEASON

CURRENT EXHIBITIONS

EARLY COLONISTS EXHIBITION in the Canterbury Museum, in which the life of the first settlers is vividly reconstructed in rooms and costumes.

LOAN EXHIBITION OF OLD MASTERS and other paintings in the McDougall Art Gallery, on loan from England, Italy and the United States of America.

EARLY CANTERBURY PHOTOGRAPHY EXHIBITION in the Art Gallery, Durham Street, showing remarkable photographs and early equipment.